



FAP0016

FITTING INSTRUCTIONS FOR FAP0016BK
FRONT INDICATOR ADAPTORS
KAWASAKI Z900 2017-

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PICTURE A



PICTURE B

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm

M5 BOLT = 12Nm

M6 BOLT = 15Nm

M8 BOLT = 20Nm

M10 BOLT = 40Nm

All the above settings are general and the manufacturers setting should be followed unless stated

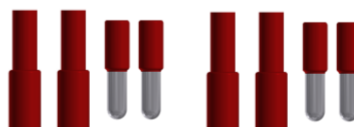
TOOLS REQUIRED

- 4 and 5mm Allen keys or socket bits.
- 10mm socket and wrench and wrench.
 - Phillips driver.

INDICATOR INSERTS
(I0039 x4)



INDICATOR CONNECTORS
(CON0004 x2)



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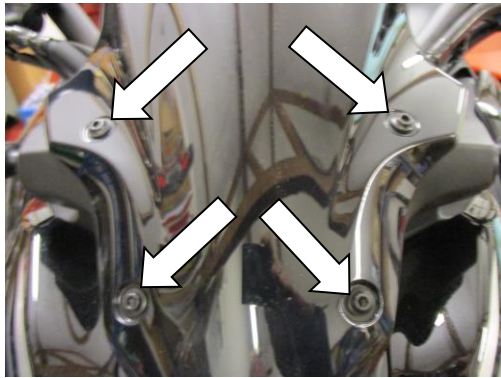
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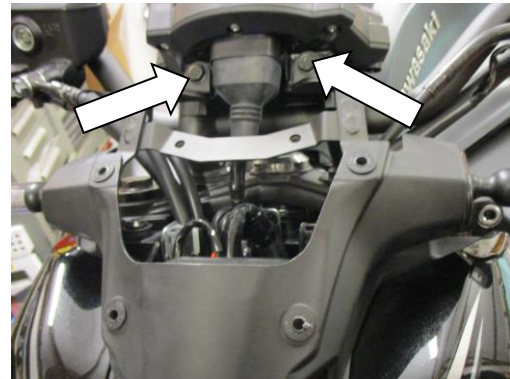


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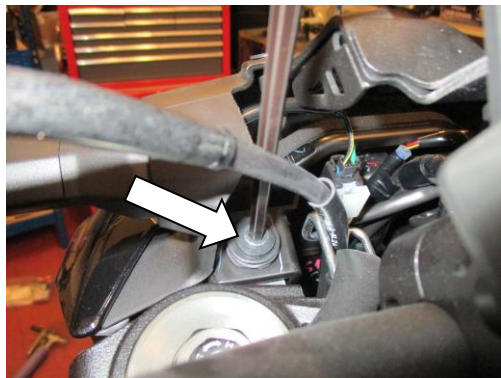
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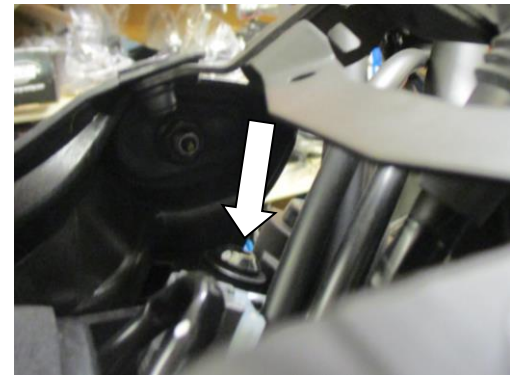
Picture 1



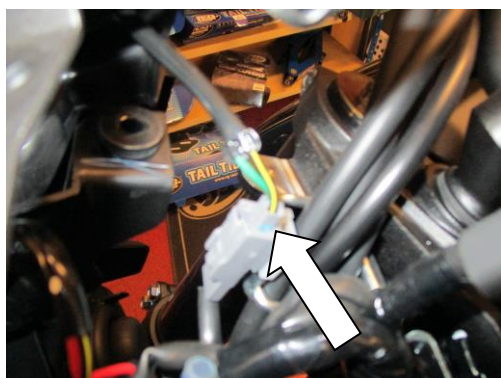
Picture 2



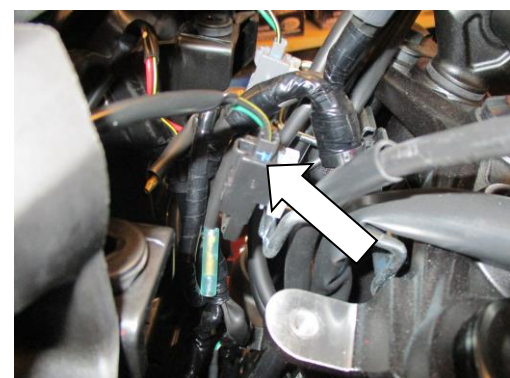
Picture 3



Picture 4



Picture 5



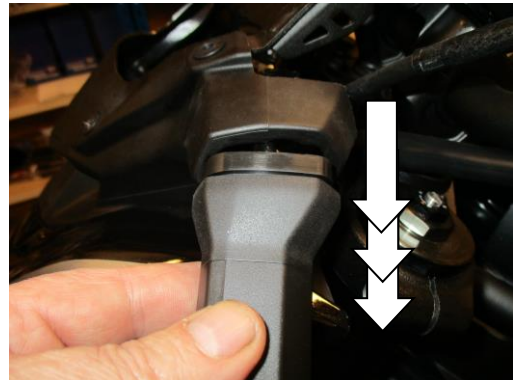
Picture 6



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Picture 7



Picture 8



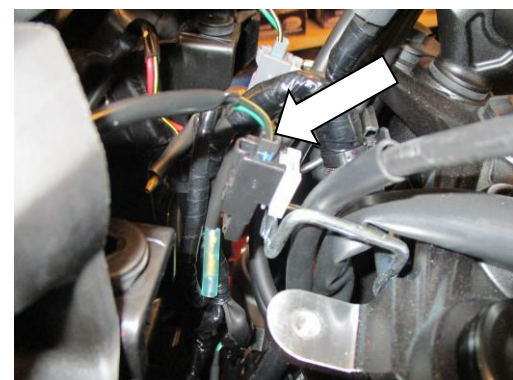
Picture 9



Picture 10



Picture 11



Picture 12



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FITTING INSTRUCTIONS

- Remove the four bolts arrowed in picture 1 and remove the screen.
- Remove the two bolts arrowed in picture 2.
- Remove the two bolts arrowed in pictures 3 and 4.
- Carefully pull the indicator/headlight housing forward to allow access to the wiring plug sockets.
- Disconnect the indicator wiring plug sockets arrowed in pictures 5 and 6.
- Remove the screw arrowed in picture 7 and remove the clamp plate.
- Carefully squeeze the indicator stem and remove the original indicator as shown in pictures 8 and 9.

To fit the indicators of choice (R&G mini indicator product code RG370 for bulb type and RG371 for LED type or RG372 for Aero Style led type)

- Feed the new indicator wiring through the hole in one indicator adaptors and offer up to the indicator aperture as shown in picture 10 (the shaped location spigot will fit into the aperture).
- Feed one of the remaining indicator adaptors over the wiring and into the inside face of the indicator aperture as shown in picture 11.
- Fit the indicator nut and tighten as shown in picture 11.
- If fitting the R&G Mini Indicators, the OEM indicator wiring will need to be “cut and shut” in order to re-use the connectors to connect the R&G Mini Indicators to the wiring loom. This is done by cutting the connectors off the OEM indicators, before fitting the bullet connectors (CON0004) to the exposed wiring and connecting to the R&G indicators (as shown in picture 20). Plug it into the original wiring loom as shown in pictures 20, 13 and 14 (it is a good idea to test the indicator at this stage if illumination fails, swap the bullet connections around). You may need to use a resistor, (sold separately) to achieve the correct flash rate.
- Repeat the above for the opposite indicator.
- It is a good idea to retest the indicators at this stage.
- Refit the headlight unit as original ensuring no wires are caught when refitting.
- Please check the operation of indicators and steering before riding the motorcycle

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NOTICE DE MONTAGE FAP0016BK
ADAPTATEUR CLIGNOTANTS AVANT
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PHOTO A



PHOTO B

Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)

Notice disponible au téléchargement sur www.rg-racing.com

VALEURS DE SERRAGE RECOMMANDEES

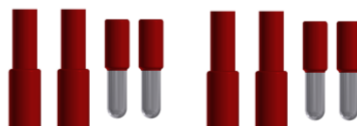
- M4 BOULON = 8Nm
- M5 BOULON = 12Nm
- M6 BOULON = 15Nm
- M8 BOULON = 20Nm
- M10 BOULON = 40Nm

Tous les réglages ci-dessus sont généraux et les réglages d'usine doivent être suivis setting should be followed sauf indication contraire

OUTILS REQUIS

- Clés Allen 4 et 5mm.
- Clé à cliquet + douille de 10mm.
- Tournevis cruciforme.

INSERTS DE
CLIGNOTANTS (I0039 x4)



CONNECTEURS DE
CLIGNOTANTS
(CON0004 x2)

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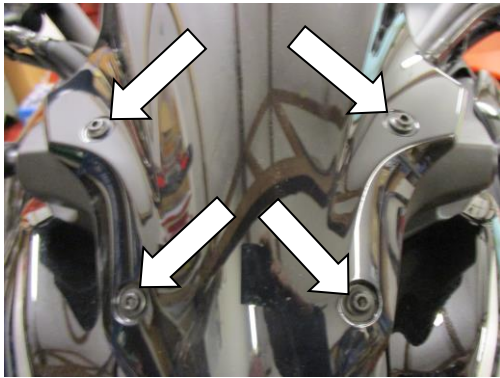


Photo 1

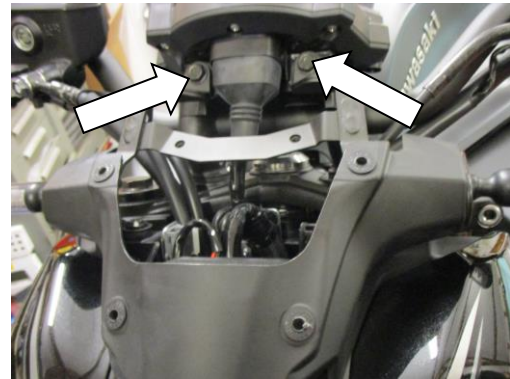


Photo 2

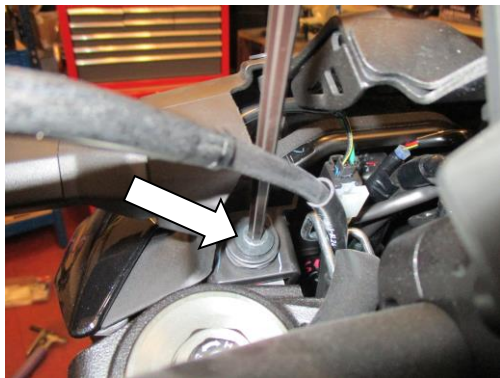


Photo 3

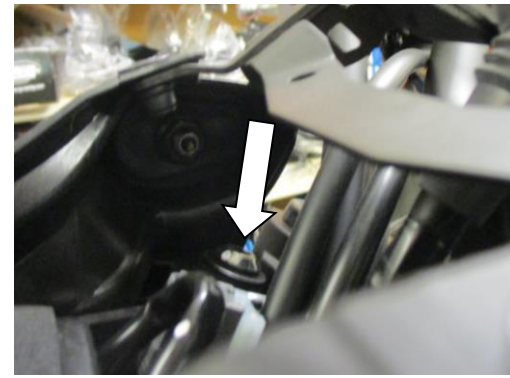


Photo 4

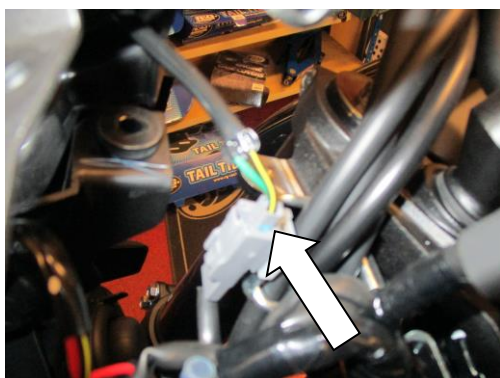


Photo 5

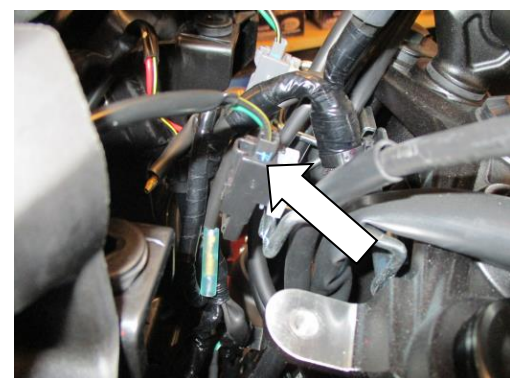


Photo 6



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Photo 7

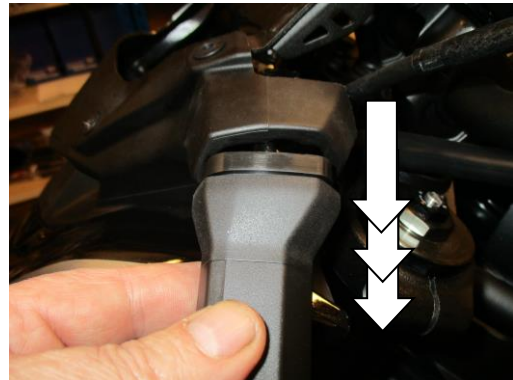


Photo 8



Photo 9



Photo 10



Photo 11

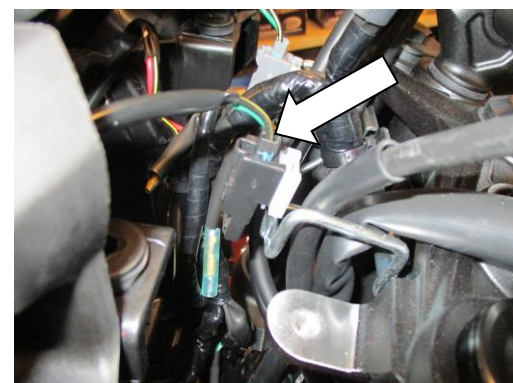


Photo 12



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NOTICE DE MONTAGE

- Enlever les 4 boulons indiqués sur la photo 1 et enlever l'écran.
- Enlever les 2 boulons indiqués sur la photo 2.
- Enlever les 2 boulons indiqués sur les photos 3 et 4.
- Tirer doucement le boîtier de feu/clignotant vers l'avant pour pouvoir accéder aux prises de câbles.
- Déconnecter les prises de câbles de clignotants, voir photos 5 et 6.
- Enlever la vis indiquée sur la photo 7 puis enlever l'attache.
- Esquicher la tige de clignotant puis enlever le clignotant d'origine, voir photos 8 et 9.

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Pour monter les clignotants de votre choix (Mini clignotants R&G code RG370 pour type ampoule et RG371 pour type LED ou RG372 pour type LED latérale).

- Passer le fil du nouveau clignotant dans le trou d'un des adaptateurs de clignotants puis Montez le sur l'ouverture du clignotant, voir photo 10 (le robinet se placera dans l'ouverture).
- Passer une des adaptateurs de clignotant restant sur le câble et dans la face interne de l'ouverture du clignotant, voir photo 11.
- Insérer l'écrou de clignotant et serrer, voir photo 11.
- Si vous Montez les mini clignotants R&G, le fil de clignotant d'origine devra être "coupé puis fermé" pour réutiliser les connecteurs pour connecter les mini clignotants R&G au faisceau de câbles. Cela s'effectue en coupant les connecteurs des clignotants d'origine, avant de monter les connecteurs (CON0004) sur l'extrémité du câble et en connectant les clignotants R&G (voir photo 20). Branchez le dans le faisceau de câbles d'origine, voir photos 20, 13 et 14 (Il est judicieux de tester le clignotant à ce stade du montage. Si l'éclairage échoue, tournez les connecteurs). Vous devrez peut-être utiliser une résistance, (vendue séparément) pour obtenir le bon niveau d'éclairage.
- Répéter l'étape du dessus pour le clignotant du côté opposé.
- Il est bon de revérifier le fonctionnement des clignotants à ce stade.
- Remonter l'unité de feu comme à l'origine en veillant à ce qu'aucun fil ne se coince.
- Vérifier le fonctionnement des clignotants et de l'ensemble des éclairages de la moto avant de prendre la route

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